

## SAFETY LIST GIVEN FOR FEDERAL CARS

Continued From Page 1, Col. 7

it would be as cheap for assembly-line car manufacturers to put the device on their entire output.

The fume-control systems contemplated by the industry would add \$45 to \$65 to the retail price of a car and cost about a dollar a year to maintain. They are designed to reduce the amount of unburnt hydrocarbons — the principal source of air pollution from cars — entering the exhaust pipe.

The manufacturers already have told Congress it is technically feasible to put pollution controls on automobiles; but they asked the Government to wait at least until the 1966 models come out to see how their inventions work in California.

The restriction on steering wheels will be a particular problem for manufacturers of small cars that are lighter and structurally less sturdy than standard varieties.

### More Research Needed

Auto engineers predicted that this ruling would require additional research by the automobile companies.

The Federal safety regulations almost certainly will accelerate safety legislation in many states and push the industry into making safer cars, despite the proportionately small purchases by the Government.

Previously the Government had set much more modest safety requirements.

The General Services Administration intends to buy nearly 38,000 vehicles in the 1966 fiscal year. In addition, the Army annually purchases 15,000 commercial-type vehicles, such as sedans and pick-up trucks.

These and other purchases by the Armed Forces push the annual Government acquisitions to more than 60,000 vehicles.

Discussing the new regulations, a spokesman for the manufacturers in Detroit said by telephone:

"Representatives for the industry have been working with the G.S.A. in developing these standards and motor vehicle manufacturers in general will be able to comply with the new regulations."

Most of the regulations were not so tough as the manufacturers had feared, and did not require them to introduce anything drastically different. But the principle involved seemed to irk them. They privately expressed fears that the Government would start to dictate and restrict design in a market where styling was important.

Beside the exhaust fume and steering wheel requirements, the General Services Administration called for the following features:

Stronger seat-belt anchorages

## Presidential Adviser Roswell Leavitt Gilpatric

ONCE Roswell Leavitt Gilpatric applied his critical faculties to his own personality. His appraisal was typically unflinching:

"A colorless individual," he found himself, "with a weakness for sailing and tennis."

Colorless or not, Mr. Gilpatric has created a controversy in Washington with the report of his committee to study the prevention of the proliferation

of atomic weapons. Those who have followed Mr. Gilpatric's career say that if he does lack color, it is because he comes close to embodying that sober abstraction, the American Establishment.

A prominent New York corporation lawyer who served as Deputy Secretary of Defense from 1961 to 1963, the 58-year-old Mr. Gilpatric has been said to have "more connections than an I.B.M. computer."

Through educational, professional and social ties, he wields influence in spheres as diverse as private secondary education (he was named Man of the Year by the Hotchkiss School in 1962) and American nuclear policy.

Mr. Gilpatric belongs to several élites at once. He did brilliantly at Yale (B.A., "prima academica honoris," 1928). He became a partner in a first-rate downtown law firm, Cravath, Swaine & Moore, only nine years after his graduation from Yale Law School. He was among the most highly regarded members of Washington's "Little Cabinet" of officials of rank lower than secretary. He is also prominent in social circles (and his wife says he belongs to the cream-of-the-cream of ballroom dancers.)

### He Chided Joint Chiefs

Despite—or perhaps because of—these augustly conventional credentials, Mr. Gilpatric has been known to lodge criticism with highly unconventional directness.

Thus 13 years ago Mr. Gilpatric, then Air Force Under Secretary, jolted a Congressional committee by remarking that the Joint Chiefs of Staff were so ineffective that they had to toss a coin to decide a controversial issue.

During his tour as Deputy Defense Secretary, he was again embroiled in controversy—notably over the TFX aircraft—but he was said to be as smooth in an argument as on the dance floor.

Dressed in dark suits of excellent cut, Mr. Gilpatric presents a tall and handsome figure in the corridors of the Pentagon and Manhattan's financial district.

Poised himself, Mr. Gilpatric admires poise in others. He once described President Kennedy as "a very cool guy."

### Father Was a Lawyer



U. S. Army  
Influence is diversified

chant for criticism with magazine articles, charging that the Eisenhower Administration skimped on weapons research.

Mr. Gilpatric also grew critical of Democratic politics in New York. He supported Nelson A. Rockefeller for Governor in 1958. But two years later he helped advise John F. Kennedy on defense issues during the Presidential campaign. He then forsook his law practice—which was reported to be earning \$120,000 a year for him—for the \$22,500 post as deputy to Secretary McNamara.

He stayed in Washington longer than planned and did not resume his law practice until January, 1964.

Mr. Gilpatric has been married three times and divorced twice. He has two daughters and a son by his first wife, Margaret Fulton Kurtz. His present wife, Madelin, is the widow of a prominent advertising man.

### LEGAL NOTICE

SUPREME COURT, BRONX COUNTY  
IN THE MATTER OF FORECLOSURE OF  
TAX LIENS  
BY THE CITY OF NEW YORK  
IN THE BOROUGH OF THE BRONX, SEC  
TIONS 9, 10, 11, 12 and 19  
BY SECTION IN REM  
GENERAL DESCRIPTION OF THE BOUND  
ARY OF THE SECTIONS AFFECTED:  
SECTIONS 9, 10, 11, 12 and 19  
the same as per the TAX MAP  
of the CITY OF NEW YORK for the  
BOROUGH OF THE BRONX.

Beginning at the intersection of the western boundary line of Bronx County in the Hudson River and the boundary line between Bronx and Westchester Counties; thence running southeasterly along the last mentioned boundary line to the northerly line of East 238th Street; thence southeasterly along the northerly line of East 238th Street to the easterly line of Bronx Parkway; thence southeasterly along said easterly line of Bronx Parkway to the center line of East 238th Street; thence southeasterly along East 238th Street to Bullard Avenue; thence southeasterly along Bullard Avenue to East 236th Street; thence southeasterly along East 236th Street to Bronx Boulevard; thence southeasterly along Bronx Boulevard to East 211th Street; thence easterly along East 211th Street to Oliphant Avenue; thence southeasterly along Oliphant Avenue to Duncomb Street; thence southeasterly along Duncomb Street to Bronx Boulevard; thence southerly along Bronx Boulevard to the southerly line of Block 3357; thence westerly along the southerly line of Block 3357, as it diagonally crosses Bronx Avenue.

NYT 7/1/65  
THE NEW YORK TIMES, THURSDAY

## ATOM-CURB PANEL STIRS U.S. DISPUTE

Continued From Page 1, Col. 2

dent. The secrecy, in turn, has contributed to controversy within the Administration.

The report was understood to have met with general approval from the Defense Department and the Atomic Energy Commission, but it was said to have run into considerable criticism from the State Department.

The State Department's opposition arises in part because the report challenges one of its major foreign policy goals, the creation of a mixed-manned nuclear force in the North Atlantic Treaty Organization.

The proposal to create the nuclear force has raised at least an ostensible stumbling block in nearly two years of negotiations with the Soviet Union over a treaty to prohibit nuclear proliferation. The Russians have objected that the fleet proposal would result in the spread of nuclear weapons, particularly by giving control over atomic weapons to West Germany, and have refused to consider the treaty as long as the United States continued to advocate the creation of the Atlantic nuclear force.

There has been a division of opinion in the Administration over how to assess the sincerity and seriousness of the Soviet objections. Particularly pressed concern in disarmament circles, which not only were heavily represented on the Gilpatric panel, there has been a tendency to view the Soviet objections as sincere if misplaced.

Within the State Department, however, the general attitude has been to interpret the Soviet objections as a bargaining maneuver designed to weaken

and divide the Atlantic Treaty.

The State

tion, which has repeatedly upon the Soviet Geneva disar-

that the Atlantic actually would satisfy some NATO greater role in the world without them.

New Vitality

Behind this stand is that it is of value at present such as the mixed-manned known as the Atlantic command.

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Beside the exhaust fume and steering wheel requirements, the General Services Administration called for the following features:

Stronger seat-belt anchorages for all seat locations, two in front and three in back; padded dashboard and sun visors; recessed dashboard knobs and levers; safety door locks and hinges; strongly anchored seats; safety glass in windshields and windows, and a "four-way flasher" system that simultaneously flashes tail and parking lights when a car moves onto a road shoulder.

Also, a dual braking system, so if the driver loses two brakes the other pair will work; standard bumper heights; standard automatic gear shifts (park, reverse, neutral, drive, low, in that order); dual-speed windshield wipers and washers; dashboards treated to reduce glare; safety tires and rims; backup lights to warn pedestrians and approaching cars that the auto is in reverse, and outside rear-view mirrors.

Some of the new requirements, such as safety glass, are already standard on all American cars. Others, such as dual braking systems, dual-speed wipers and washers, outside rear-view mirrors and glare-reduction surfaces on dashboards, are standard on higher-priced autos and may be purchased for cheaper models.

Auto industry spokesmen said that "there is no inclination" on industry's part to absorb the cost of the added safety devices. This raises the question of whether the Government will pay extra for the safety features.

The General Services Administration is allowed to spend \$1,500 for standard sedans and up to \$1,750 for station wagons. The average price it pays for a sedan is \$1,350. Will it ask Congress to raise the price limit for safer cars?

"The responsibility lies with the industry," a high G.S.A. of-

icial said. "We are not the ones to make the rules."

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#### Father Was a Lawyer

Although Defense Secretary Robert S. McNamara makes a point of starting work by 7:30 A.M. on a busy day, Mr. Gilpatrick used to insist: "I've never been quite that good. Eight A.M. is my earliest."

Mr. Gilpatrick's ancestors came from the North of Ireland and his father was also a partner in a law firm. He was born in Brooklyn, Nov. 4, 1906, and was graduated cum laude at Hotchkiss before going on to Yale.

A prominent lawyer by the start of World War II, Mr. Gilpatrick concentrated on corporations engaged in war production. His deft touch with a defense contract evoked admiration in Washington and he was called to the Pentagon as a consultant when the Korean war began in 1950.

President Truman made him Assistant Secretary of the Air Force the following year and promoted him to Under Secretary five months later.

#### Opposing Views Voiced

Admirers regarded Mr. Gilpatrick as a wizard at fore-stalling bottlenecks in aircraft production. Critics said he rode needlessly roughshod over the military.

When Dwight D. Eisenhower moved into the White House, Mr. Gilpatrick returned to his private law practice. However, he indulged his pen-

son A. Rockwood for Governor in 1958. It two years later he helped advise John F. Kennedy on defense issues during the Presidential campaign. He then forsook his law practice—which was reported to be earning \$120,000 a year for him—for the \$22,500 post as deputy to Secretary McNamara.

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#### LEGAL NOTICE

IN THE MATTER OF FORECLOSURE OF TAX LIENS

BY THE CITY OF NEW YORK  
IN THE BOROUGH OF THE BRONX, SEC  
TIONS 9, 10, 11, 12 and 19

BY ACTION IN REM  
GENERAL DESCRIPTION OF THE BOUNDARY OF THE SECTIONS AFFECTED:  
SECTIONS 9, 10, 11, 12 and 19 as  
the same appear on the TAX MAP  
of the CITY OF NEW YORK for the  
BOROUGH OF THE BRONX:

Beginning at the intersection of the western boundary line of Bronx County in the Hudson River and the boundary line between Bronx and Westchester Counties; thence running southeasterly along the last mentioned boundary line to the northerly line of East 238th Street; thence southeasterly along the northerly line of East 238th Street to the easterly line of Bronx Parkways; thence southeasterly along said easterly line of Bronx Parkway to the center line of East 232nd Street; thence southeasterly along East 232nd Street to Bullard Avenue; thence southeasterly along Bullard Avenue to East 236th Street; thence southeasterly along East 236th Street to Bronx Boulevard; thence southwesterly along Bronx Boulevard to East 211th Street; thence easterly along East 211th Street to Olinville Avenue; thence southerly along Olinville Avenue to Duncumb Street; thence southeasterly along Duncumb Street to Bronx Boulevard; thence southerly along Bronx Boulevard to the southerly line of Block 3357; thence westerly along the southerly line of Block 3357, as it diagonally crosses Burke Avenue, to the intersection of the southerly side of Burke Avenue with the center line of the Bronx River; thence coursing in a generally southerly and southwesterly direction along the said center line of the Bronx River, as it winds and turns, to the northeasterly limits of Block 2760; thence southeasterly along said northeasterly limits to the U. S. Pierhead line in the East River; thence southeasterly and easterly along said pierhead line to the northeasterly limits of the aforesaid Block 2760; thence southeasterly along the northeasterly limits of said Block 2760 to the boundary line of Bronx County in the East River; thence southwesterly and northwesterly along the said boundary line of Bronx County in the East River; thence southwesterly and northwesterly along the said boundary line of Bronx County in the East River to the U. S. Pierhead and Bulkhead Line; in the Bronx Kill; thence northwesterly and westerly along said pierhead and bulkhead line to the Harlem River forming the boundary line of Bronx County; thence in a general northerly and northwesterly direction along the said boundary line of Bronx County as it winds and turns in the Harlem River to the continuation of the said boundary line in the Harlem River to the westerly boundary line of Bronx County in the Hudson River; thence northwesterly along said westerly boundary line of Bronx County in the Hudson River to the beginning.

PLEASE TAKE NOTICE  
that on the 8th day of June, 1965, the Director of Finance of the City of New York, pursuant to law, filed with the Clerk of Bronx County, a list of parcels of property affected by unpaid tax liens, held and owned by the City of New York, which on the 8th day of June, 1965, had been unpaid for a period of at least four years after the date when the tax, assessment or other tax charge became a lien. Said list, or other list, to each parcel (a) a brief description of the property affected by such tax lien, (b) the name of the last known owner of such property as the same appears on the assessment roll for the last calendar year or a statement that the owner is unknown if such be the case, (c) a statement of the amount of such tax lien upon such parcel, including those which shall have been due and unpaid for less than four years, together with the date or dates from which, and the rate or rates at which interest and penalties thereon shall be computed.

All persons having or claiming to have an interest in the real property described in such list of delinquent taxes are hereby notified that the filing of such list of delinquent taxes constitutes the commencement by the City of New York of an action in the Supreme Court, Bronx County, to foreclose the tax liens therein described by a foreclosure proceeding in rem and that such list constitutes a notice of pendency of action and a complaint by the City of New York against each piece of property described in such list of delinquent taxes and that such action is to be taken to enforce the payment of such tax liens. Such action is brought against the real property only and is to foreclose the tax liens described in such list. No personal judgment shall be entered herein for such taxes, assessments or other legal charges or any part thereof.

This notice is directed to all persons having or claiming to have an interest in the real property described in such list of delinquent taxes and such persons are hereby notified further that a certified copy of such list of delinquent taxes has been filed in the

Office of the Clerk of the Bronx County, New York, how to address the mail toward a clarity and seriousness of the liberation. Soviet objections. Particularly pressed in disarmament circles, which not only were heavily represented on the to secure Gilpatrick panel, there has been an example of a tendency to view the Soviet objections as sincere if misinterpreted.

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